

The Hong Kong Daily Press.

No. 8532

二月三日

HONGKONG, THURSDAY, APRIL 16th, 1885.

四月

號六月四英年

[PRICE 2/- PER MONTH]

13APL85

五十八號

一月三十一號

SHIPPING.

INTIMATIONS.

BANKS.

AUCTIONS.

TO BE LET.

NOTICES TO CONSIGNEES.

INTIMATIONS.

ARRIVALS.

April 15, FIDELIO, German steamer, 532, Brock
Chesco 10th April, Boats—Chine.

April 15, REMOVED, French corvette, Capt.
Fourier, Passaged 14th April.

April 15, CRUSADE, British steamer, 648, Ro-
win, Newchung and Chafou 10th April.

Boats—BUTTERFIELD & SWIRE.

April 15, PIRATE, French gunboat, Capt. Jon-
quines, Saigon 10th April.

April 15, ULSTER, British steamer, 1,560,
Bromer, Shanghai 11th April, and Amoy
14th, General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
15th APRIL

Tannadice, British str., for Port Darwin.
Glenloch, British str., for Shanghai.

Moan Lebana, British str., for Saigon.

Vortigern, British str., for Saigon.

Don Juan, Spanish str., for Amoy.

Amigo, German str., for Takao.

DEPARTURES.

April 15, STRATHMORE, British str., for Saigon

April 15, TANNADICE, British str., for Australia

April 15, MOUNT LEBANON, British str., for
Saigon.

April 15, DON JUAN, Spanish str., for Amoy.

April 15, GLOUCESTERSHIRE, British str., for Swallow

April 15, WAR YUN, British str., for Holbow

PASSENGERS.

ARRIVED.

For PIRATE C. KLO, str., from Bangkok—

For Crusader, str., from Newchung, &c.

For Ulster, str., from Shanghai, &c.—Mrs.

Paulsen and children, Messrs. Eastbrook, Lu-

ess and Mayors and son, and 781 Chinese.

REPORTS.

The British steamer Crusader reports from

Newchung via Chafou on the 10th April. From

Steep Island to Okseen Light variable winds and

thick fog; thence to port strong E.N.E. winds

and overcast sky.

The British steamer Pira Chula Chom Kla-
reports left Bangkok on the 3rd April, and had

moderate variable winds and fine weather till

within 50 miles of the coast; thence to port

strong breeze and high sea.

VESSELS ARRIVED IN EUROPE FROM PORTS
OF CHINA, JAPAN, AND MANILA.

(See last Mail's Advice.)

West Australian—Hongkong Mar. 1

Leurier (a.)—Shanghai Mar. 2

Dartmouth—Hongkong Mar. 2

Cassandra (a.)—Shanghai Mar. 2

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Hindustan—Oxford Nov. 13

J. V. TROY—New York Nov. 25

Wilm.—Cardiff Dec. 3

Refus F. Wood—Cardiff Dec. 15

Bantam (a.)—Glasgow Dec. 23

Highland Chief—Cardiff Dec. 29

Highlands—San Francisco Jan. 13

Humber—Cardiff Jan. 19

Conqueror—Cardiff Jan. 25

Comer—New York Feb. 10

London—Cardiff Feb. 13

Antonietta—Penarth Feb. 14

Metapedia (a.)—Hamburg Feb. 15

Star of China—London Feb. 17

Reporter—Penarth Feb. 17

Energetics—Antwerp Feb. 19

Rosina—Cardiff Feb. 19

Afghan (a.)—Lancaster Feb. 27

Sir Edward (a.)—Cardiff Feb. 27

Belle of Oregon—Cardiff Mar. 2

FOR SALE.

AT WHOLESALE PRICES.

SACCONES, SHERRY—Bottled by Sir

Frederick P. L. L. London

ISLAY BLEND WHISKY.

CHERRY BRANDY.

In 1 dozen cases.

LIGHT DEY.

In 1 dozen cases.

LAGHERIE, P. & Co. P. & Q.

ALE, BARS & CO., PALE, STRONG & P. & Q.

STOUT, GUINNESS, EXTRA, & P. & Q.

APPLY TO

W. G. HUMPHREYS & CO.

Bank Buildings, Sole Agents for China

Hongkong, 6th March, 1885.

FOR SALE.

CHAS. H. ELDICK & CO.'S

CHAMPAGNE, 1880, White Seal.

\$19....per case of 1 dozen quarts.

\$20....per case of 2 dozen quarts.

GRAND VIN CHATEAU LEOVILLE

\$24....per case of 1 dozen quarts.

CHATEAU LA BOEUF

\$12....per case of 1 dozen quarts.

PONTET CANET

\$9.50....per case of 1 dozen quarts.

FAUCET MARCAUD

\$7.50....per case of 1 dozen quarts.

FAUCET MARCAUD

\$8.50....per case of 1 dozen quarts.

LOMBERT

\$5....per case of 1 dozen quarts.

....per case of 2 dozen pints.

NOTICES OF FIRMS.

NOTICE.

NOTICE.

BANKS.

AUCTIONS.

TO BE LET.

NOTICES TO CONSIGNEES.

INTIMATIONS.

NOTICE.

NOTICE.</h2

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the GO-
VERNOR and His Royal Highness the
DUKE OF EDINBURGH.
WHOLESALE AND RETAIL DRUGGISTS,
PHARMACEUTICAL,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUPPLIERS,
CREATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED
PASSERS SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm A. S. Watson and Co., or

HONGKONG DISPENSARY.—[2]

NOTICE TO CORRESPONDENTS.

Communications.—Editorial matters should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name. Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not addressed to a fixed period, will be continued until demanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, APRIL 16TH, 1885.

A QUARANTINE which is ineffective is a mere irrational arrangement of commerce; and a quarantine of the kind which ensures success is more easily imagined than realised." Such is the opinion of an eminent man. Theoretically, in Hongkong it is practically impossible to maintain effective quarantine. Our daily food supply has to be brought in from outside, and the districts from which it comes do not enforce quarantine, to attempt to enforce it here is as useless as to try to keep out water by means of a dam with a break in its centre. If, for instance, any of the coast ports are declared infected, steamers arriving from those ports may be placed in quarantine, but no measures can be devised to prevent persons from the infected districts travelling by native means of conveyance to the Kowloon district and thence crossing the harbour. The Chamber of Commerce, in their letter to the Government, published in our issue of Monday, recommend that instead of quarantine a system of medical inspection should be established. Thus a vessel arriving in the waters of the Colony with any case of infectious or contagious disease on board would be required to indicate that fact by flying the quarantine flag; she would then be visited and examined by the Health Officer, who would examine all the persons on board. Those not certified by him as suffering from an infectious disease would be permitted to land, persons not certified being removed to some hospital or other place previously appointed by the Sanitary Authorities, and detained there. The vessel would then be fumigated and released from detention. This is the rational way of dealing with a vessel having infectious disease on board; it affords all the protection to the public health that can be obtained, regulations for the detention of all the passengers, sick and well alike, being more mischievous than beneficial in their effect. If the colony could subject itself to complete isolation from the neighbouring countries, effective quarantine might afford protection against the introduction of infectious disease, but this is absolutely impossible. The Lancet, in an article published last September, clearly showed the futility of the regulations then being enforced in European countries. The following passage from the article is worth quoting:—"Quarantine by sea is more possible of execution, but to be successful the country resorting to it must make up its mind to it but complete isolation, for unless it does an attempt at exclusion of persons and things from suspected places will almost certainly be met by other attempts, and these generally the more successful, to evade the restrictions imposed. An example of this has just occurred in the case of the importation of cholera from France into Spain. The first appearance of cholera in Spain was at Alicante, on its Mediterranean coast; and there seems but little doubt either that persons unable to take ship directly from France to Spain without undergoing a rigorous quarantine had first travelled to Alicante and had thence reshipped or that the quarantine measures at Alicante have themselves failed. And so it has come to pass that the two countries that have maintained the most rigid quarantine against France have both become seats of the cholera by importation along the lines of human traffic." In the same way if Hongkong enforces quarantine against Swatow or Amoy, this affords no guarantee against the introduction of persons from the infected districts via Canton or the Kowloon district. We are aware that many persons still repossess great faith in the value of quarantine, but scientific opinion has unmistakably declared against it, and the Vienna Conference, whilst recommending the adoption of certain regulations for those countries which still insisted on maintaining quarantine, passed a resolution recommending, in stead, the system of medical inspection which is maintained in England. In a place like Hongkong, dependent for its commercial existence on the stream of traffic daily passing through the port, it is especially important that no regulations adversely affecting its trade should be introduced unless it can be shown they are effective for the purpose for which they are intended and absolutely necessary. As quarantine regulations are, on the contrary, shown to be ineffective, they ought not again to be introduced. In this matter the colony may safely follow the lead of the mother country, which has substituted for them a system of medical inspection on which that recommended by the Chamber of Commerce is founded. It is of the utmost importance, however, that the

inspection should be of the most searching character, and not become a mere matter of form. The abolition of quarantine is recommended only because it is believed to be useless, not because the danger attending the introduction of infectious disease is underrated. No trouble can be considered too great to keep out such a dreaded enemy. Indeed one of the points urged in favour of the substitution of medical inspection for quarantine is that by doing away with the fancied security of a fictitious protection it brings about greater care in all those directions in which anything can be done to prevent the introduction or spread of the disease. The community would therefore rightly look to the Government to take every precaution to ensure that the medical inspection shall be full and complete. The merchants, looking at the matter from their point of view, will also expect the Government to provide a staff sufficient to conduct the examination without unnecessary waste of time. In one respect the letter of the Chamber of Commerce seems open to objection. It recommends that every vessel arriving in the waters of the colony "having at the time of her arrival any cases of infectious or contagious disease on board" shall be subject to examination. This hardly goes far enough. Every vessel from an infected district, whether it is known to have cases of disease on board or not, ought to be inspected. This is absolutely necessary, because, in the case of vessels which do not carry a doctor, who can say whether there is disease on board or not? The disease may exist and be apparent to a medical man before the subject himself is aware of the fact, not to mention the master. Persons who know themselves to be affected would probably in some cases practise any amount of disguise and deceit in order to avoid detection and might succeed in passing any but a professional man. Through medical inspection of every vessel arriving from an infected district is therefore essential. In order to carry this out it would possibly be necessary either to increase the staff or to give the Health Officer authority to call in assistance when he required it, for as several vessels might arrive about the same time, which is an every day occurrence, and the examination of each would take possibly a few hours, the one whose turn came last would lose much valuable time before she could commence to work her cargo or land her passengers. This would afford good ground of complaint on the part of the owners, who would have a right to expect that their ship should be examined immediately on arrival.

The Agent informs us that the Austro-Hungarian Lloyd's steamer *Amphytrite*, from Trieste, left Singapore at one o'clock p.m. yesterday for the port.

The French corvette *Kerqueulen*, Captain Fourrier, from Pescadero 14th instant, and the gunboat *Aspic*, Captain Journequier, from Saigon 10th instant, arrived here yesterday.

The Messengers Maritime steamer *Yongye*, with the most ornate French mail, left Singapore on Saturday evening, the 13th inst., and may be expected here on or about Sunday, the 18th inst.

Although nothing further has been received from the political division there is rather less assurance of a peaceful issue of the Central Asian difficulty between England and Russia, in proof of which we may mention that Consuls were quoted yesterday at 94.

The London Globe has the following note:—"The progress of China's naval division is staggering. The Chinese Government has sent 2122 towards the Gordon testimonial; while Li Hung-chang has sent 2200. Has any Chinese Minister outdone his Government in this way fifty years ago, his head would have answered for it?"—The Viceroy of Chihli takes good care not to put his head into the lion's mouth. The Peking Government can reach most of the mandarins, but Li seems out of it reach. Moreover, his general donation, as the personal friend of General Gordon, will be fully approved by his Government.

The two incursions on the border of a Chinaman fatally scalded by a boiler explosion at the Hang Hing Docks, and of a steamer crushed by a gunboat at the Baber's Point Battery, were conducted on Friday afternoon by the Chinese. Mr. J. S. Martin, the naval engineer, Captain Fourrier, and the Chinaman, Captain Martin Surveyor, who was called to give evidence as to the condition of the boiler which exploded, to the effect that judging from the appearance of the remains, the boiler was in fair order, and the accident was doubtless due to the neglect of the man in charge—the deceased. A verdict of accidental death was returned by the jury, and a similar sentence was also rendered with regard to the second case.

There were reports in the colony yesterday afternoon that the steamer *Ping On*, flying the British flag, had been captured by a French cruiser while engaged in conveying troops from China to Formosa. On making inquiries we learned that a week ago a report was received in this colony to the effect that the *Ping On* had been seized by the French at the mouth of the Yangtze. As soon as Admiral Sir George Grey, and the Admiralty, were informed of what had been done, it was intimated that the commander of the cruiser had let the steamer go, and she was liberated. Possibly the present report is founded upon that it is true. Moreover, the general donation, as the personal friend of General Gordon, will be fully approved by his Government.

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It is (says a London journal) some consolation that almost before the ink is dry upon Sir Edward Card's letter to the Times assuring the incapacity of the British Navy, we have the *Journal des Débats* in evidence that we have a rival in débâlage in the very nation whose superiority in new ships of war was cited as a cause for alarm. Men are at least as necessary as ships, and in these days trained and skilled men. The naval force is more than ever needed, through so modern an outlet as the war with China, whom the French Government has been content to treat as a "negligible quantity," the Minister of Marine has to resort to "exceptional measures" in order to make the ships to take up men on all sides, and as the French sailors say, to "seize up the very powder-room." When he has done this, how, asks *Journal des Débats*, will the English admiral be able to go to the Chinese? "Mishapened" ship as second in command of transports of the third-class, and officers of the watch as seconds in the first and second classes; and masters are sent with only a single midshipman in ships whose regular staff comprise three officers and two midshipmen." But, this is not all. To accomplish so much it has been necessary to disorganise the home service, and it is even proposed to reduce the officers of the home defence, whose number is already "deplorably insufficient."

LATEST TELEGRAMS.

LONDON, 14th April.

THE DUBBAR AT RAWAL PINDI.
The Amur has left (Rawal Pindi) for Afghanistan. The negotiations between him and Lord Dufferin have been of a satisfactory nature.

THE RECEPTION OF PRINCE AND PRINCESS OF WALES AT CORK.

At a national demonstration at Cork the Prince and Princess of Wales were hosted by the

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon. There were present—His Excellency the Governor, Sir George F. E. Ryrie, Bt., G.C.M.G., Hon. Sir George Philipps, Chief Justice, Hon. W. H. Marsh, C.M.G., Colonial Secretary, Hon. E. L. O'Malley, Attorney-General, Hon. A. Lister, Colonial Treasurer, Hon. J. M. Price, Surveyor-General, Hon. F. Stewart, Registrar-General, Hon. W. H. Price, Hon. T. Jackson, Hon. F. D. Sisson, Hon. Wong Shing.

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The COLONIAL SECRETARY.—By direction of His Excellency the Governor I lay the following papers upon the table:—the annual report of the Colonial Surgeon, also some despatches respecting the proposed incorporation of the Vicar Apostolic of the Roman Catholic Church in Hongkong.

THE DEFENCE OF THE COLONY.—[2]

HIS EXCELLENCY.—The Hon. Mr. Ryrie, pursuant to notice, will now call the following:

THE ROMAN CATHOLIC CHURCH.

THE ATTORNEY-GENERAL.—I beg to move that the Council remit consideration of this Bill. The amendment I have proposed is to strike out the words "after Vicar Apostolic of Hongkong," and insert instead the words "of the Roman Catholic Church in Hongkong."

HON. F. RYRIE.—I beg to propose, in accordance with the amendment of the Vicar Apostolic of the Roman Catholic Church in Hongkong.

THE ATTORNEY-GENERAL.—I beg to move that the Council remit consideration of the proposed incorporation of the Vicar Apostolic of the Roman Catholic Church in Hongkong.

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COMMERCIAL INTELLIGENCE.

WEDNESDAY, 15th April.

EXPORT CARGOES.

Per American barque *Spartan*, sailed on the 14th inst. from San Francisco, to Victoria, B.C. 13,492 bags rice, 45 bags beans, 14 bags sugar, 235 bags tea, and 3415 bags mica.

Per steamer *Ciudad de Jerez*, sailed on the 17th instant. For Yokohama—1,003 bags sugar, 120 bags rice, 118 bags beans, 60 bags coffee, 55 cases silk goods, 1,402 boxes nuts, 8 boxes cases silk, 300 boxes hemp, 2,200 bags raw cotton, 1 box tea, value \$1,300.

The defendants were all old offenders, and serving the defense were more committed for trial at the Supreme Court.

Baron Mr. H. E. WOODHOUSE.

Drunkenness.

John Phillips Marrett, seaman, having been picked up drunk and incapable, was fined half a dollar.

LARCENY.

Luna Asua, coolie, was sentenced to three months' hard labour for entering the house of a trader named Li Asua at 271, Queen's Road, Soo-yang, and stealing upon the premises.

A loafer was the man accused of the larceny, and he went in and arrested him. The prisoner had taken some clothing from a complainant's house, and put it under some baskets in the next verandah.

CHANGE OF PLATE.

Xau Atsaw, described as a boatbuilder, was charged with having been concerned in a piracy of the *Yung-tung*, a small boat from which money and property to the value of \$48 was stolen at Shantung on the 6th inst.

From the evidence of the master and some of the crew of the junk it seemed that they were passing Akung Nau in the Leytean Pass when a small dismasted fishing boat was pulled alongside them, and they were boarded by four men armed with swords and revolvers.

It was agreed that the junk of a few boxes of rice and meat were given to the cloth, three rifles, some clothing, and two seals in silver, the whole being valued at \$48. The pirate craft then made off, and the pirated junk was taken to Shantung. The prisoner has a boatbuilder's shop at Shantung, and on passing it the next day the master of the junk saw a big rice standing outside which he recognized as one of those taken from his junk by the pirates in a previous meeting, and also saw a small dismasted fishing boat which was also slightly weaker.

Shantung.—Hongkong, Canton, and Macao have changed hands at \$36 premium cash.

Hongs.—There is an enquiry for shares at \$13.

SHARES.

Banks.—These shares show a slight weakness; some can be obtained at \$13, past \$12, 30th June, and at \$12 per cent. for cash. Banks.—In sympathy with Hongkong this stock is also slightly weaker.

Shantung.—Hongkong, Canton, and Macao have changed hands at \$36 premium cash.

Hongs.—There is an enquiry for shares at \$13.

SHARES.

Quotations are—

Union Insurance Society of Canton, Limited—\$465 per share.

China Underwriters Insurance Company's Shares—\$60 per share.

Buyers—China Insurance—\$13 per share.

Yangtze Insurance Association—\$13 per share.

China Insurance Company, Limited—\$165 per share.

Os Tai Insurance Company, Limited—\$14 per share.

General Insurance Office, Limited—\$80 per share.

Hongkong Fire Insurance Company's Shares—\$240 per share.

China Fire Insurance Company's Shares—\$65 per share.

Hongkong and Whampoa Dock Company's Shares—\$35 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$36 per cent. premium.

China Overland Trade Report—

the COMMERCIAL JOURNAL FOR CHINA, JAPAN, &c. &c.

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail.

LATEST AND FULLEST TRADE INTELLIGENCE.

REPORTS OF MEETINGS OF COMPANIES.

THE LATEST TELEGRAMS, together with the POLITICAL AND GENERAL NEWS of the Portingal.

The "Trade" is a large circulation in Hongkong, the Posts of China and Japan, the Philippines, Straits Settlements, &c. &c.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH "MELBOURNE STAR."

Hongkong Daily is a Ferry Boat between PEDDAT's Wharf and Tsim-Tsui at the following hours.—This Time Table will take effect from the 15th April, 1885.

WEEK DAYS. SUNDAYS.

Leaves Leaves Leaves

Kowloon Hongkong Hongkong

7.00 A.M. 7.00 A.M. 7.00 A.M.

8.00 " 8.00 " 8.00 "

9.00 " 9.00 " 9.00 "

10.00 " 10.00 " 10.00 "

11.00 " 11.00 " 11.00 "

12.00 " 12.00 " 12.00 "

1.00 P.M. 1.00 P.M. 1.00 P.M.

2.00 " 2.00 " 2.00 "

3.00 " 3.00 " 3.00 "

4.00 " 4.00 " 4.00 "

5.00 " 5.00 " 5.00 "

6.00 " 6.00 " 6.00 "

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